

The run of the Capital Bi. Club to Port Tobacco, Md., tomorrow is expected to bring out most of the long-distance riders of the club. This is a run seldom taken by the tocal cycling clubs, partly on account of the distance and partly on ac-

count of the roads. No regular runs was called for last Sunday, and the majority of the club mem-

day, and the majority of the club members took a trip in the forenoon to the Cycle Cottage at Takoma Park.

Messrs. W. C. Allen, Joe Leaming, Norris Macdaniel, E. L. Chandlee, Eddie Robinson and Lindlay Fogg started out on a trip to Leesburg last Sunday. They rode to Falls Church, thence to Tyson Cross roads, left the Washington and Leesburg pike and took the Lawyers road through pike, and took the Lawyers road through Herndon to Farmwell, striking the old pike near Goose creek and continuing on to the end of the journey. The wheel of Mr. Macdaniel was broken near Farmwell, and another member of the party playing out, four of the crowd stayed at Farmwell and took dinner. Messrs. Allen and Leaming continued on to Leesburg, where they were joined by W. F. Roberts, who, arriving too late to start with the crowd, had taken a train. On the return trip the trio crossed the Potomac at Edwards Ferry and returned through Maryland via Dawsonville, Rockville and the old Bethesda pike. The entire distance of the trip was ninety

Capt. J. Bartlett Hills is a committee of one to select a suitable location for an oyster roast, which the club proposes to hold some time in the near future. Dr. Lee Harban is getting in trim for road riding, after loafing most of the sum-mer. Last Sunday he rode in from Olney, twenty miles out, in the good time of one

Arlington Wheelmen.

The club run tomorrow to Dickey's, at Great Falls, called by Captain Brengle, is sure to bring out a full club representation. This is one of the few club runs that attracts an extra large attendance

The club run last Sunday was to Brandywine, and a large crowd was carried out. On the return trip something in the na-ture of an accident occurred. The wrong road was taken, and the entire party came lost in the wilds of Maryland. T finally found the right way, but it was quite dark when they reached home. The date of the club road race has been

decided upon as Thursday evening, September 24. The committee in charge consists of Messrs. Fred Sims, B. F. Larconde and Frank Potts, and they are now working on the matter. The last half of the riders to cross the tape will jointly bear the expense of a club supper to the entire party. The handleaps for the race will be arranged by Mr. Larconde a few days before the race. The members are looking forward to the event with considerable interest. President Gettinger will have the small handicap of twelve minutes in the race, and he is kicking. Sims and Henshaw will in all probability be placed on the scratch, the former to pace the lat-

At the last meeting of the club Messrs. H. B. Hartung, E. L. Burton, N. A. Quinn, R. H. Stone and G. A. Mansfield, jr., were

elected to membership. The club is exceedingly gratified over performance of one of its members, Louis Smith, who at the race meet on August 22 defeated Schade in the one-mile handicap. In the recent race meet at Roanoke, Va., he came in first in the halfmile, two-thirds of a mile, one-mile and five-mile open events, covering himself with

Century Cycle Club.

The Century Cycle Club will make its first century run to Baltimore tomorrow, start- L and M streets, which will be furnished ing at 6 o'clock in the morning. The run was to have been made last Sunday, but owing to the fact that the club uniforms did not arrive in time, it was postponed until Wednesday evening, at which several new members were elected. The club will soon have about twenty riders, members of the club, on this next century run, and all wheelmen who desire to join in the trip may do so by writing the secretary, A. C. Williams, 1734 15th street northwest, sometime before the start. Last Sunday the club made a run to

Marshall Hall, going by way of Surattsville, and stopping at the above-named place for dinner. They returned by boat in the evenirg, and those who made the trip had a most enjoyable time. Ten of the members

A number of the Century boys have been out of the city and returned during the week. Samuel Barnhartt, the popular lieutenant, has been sick and not able to do much riding, but is now fully recovered. A meeting of the club was held Thursday evening, at which considerable business was transacted. A number of applications for membership were received, and Messrs. Slack, McNally, Munde, O'Connor and Wilson were elected to membership.

Several members of the club returned Monday, after a hard ride of 220 miles. The dien started from Staunton, Va., rode to Hagerstown, and thence to Washington, covering the distance in two days. club makes short runs every week, and in this way the members are kept in fine rid-

ing shape for centuries.

The Century Cycling Club of Maryland has invited the club to join it in its annual century run to Frederick, Md., on October 11. Some action will be taken in reference to this run at the club's next meeting, and it is believed that the club will participate in this century run.

Eastern Athletic Club. The last melon run of the season of the

Eastern Athletic Club was enjoyed last Sunday morning by twenty-five members of the club. On this occasion Norris-won the belt as the champion eater, with second honors falling to Jefferis. The run for tomorrow to Brandywine, called by Captain bring out at least thirty riders.

At a special meeting of the club during the

week it was decided to give an entertain-ment and ball for the benefit of the widow and orphans of the late Louis Gebecke, the trombone player in the Marine Band, and a member of the club. The club will have the issistance of the Marine Band, and feel confident that they will be able good sum. No date was selected, but the will make their reports the fore part of next

Mansfield and Violland returned from

their Pennsylvania trip late Sunday even-ing. They report a delightful time. The "speed merchants" of the club are getting themselves in trim for the club road The last candidate for racing honors is Lee Herrell, who will probably the scratch men. Norris, the winner of second place in the last Fat Men's race, is also rounding into form. A match race be-tween Norris and Herrell is one of the events that will come up in the near future. This race will create much interest, as the it will be anybody's race clear to the tape. McDonal i Grace claims to be training one of the members for the race, who states, is a sure winner. He will not di-vulge his name, but from what he says the unknown is a second Johnny Johnson.

W. E. Clark has about given up riding a single wheel, but as a member of the tandem team he is certain to be heard from. Captain Fryer has called a century run to Frederick for October 11. Twenty-one members have already announced themselves as willing to make the trip.

Morton Cadets.

The Morton Cadets have not been taking many runs as an organization, though many of the members usually meet of evenings and take short rides around town or in the suburbs.

Private Jones is away on an extended trip through the south. He left a week ago trip through the south. He left a week ago last Saturday night for North Carolina, going by way of the Shenandosh valley. He took the train to Harper's Ferry, and from there he intended to travel the rest of the way on wheel. A couple of his friends went with him, so it is not deubted that he will have a very pleasant trip.

A number of the boys started last Sat-

urday night for New York, intending to make the whole distance on their bleycles, excepting that they will take the train to Baltimore. Nothing has been heard Frank W. Shallue; banquet committee, from them as yet, but as the weather has been favorable for bicycle riding they will ger; entertainment committee, A. C. Fisher no doubt turn up smiling, and with sev- and Louis Weaver. eral yarns to spin concerning their ex-periences on the road.

On Wednesday several of the boys, under charge of First Sergeant Claxton, took a run to Cycle Cottage. The boys had a very pleasant evening, and on the return home they enjoyed themselves singing home they enjoyed themselves singing their fayorite songs. Those under the of the first sergeant were Sergeant Sisson, Corporal Greyson and Privates Al. Claxton and Bunneymeyer.

Last Sunday several of the boys took a run to Great Falls, spending the day there, and returning late in the evening. Those who were in the party were Sergeants Sisson and O'Donnell, Private "San Francisco Bill' Franzoni and Private Ed. Muth. The boys declare that they made the run iome in forty-nine minutes, but some of their friends are apt to laugh when they mention this fact.

O. E. Y. S. Cycle Club, No. 1. On account of the rain last week the O. E. Y. S. Cycle Club, No. 1, did not take its usual weekly run, which was postponed until next Tuesday evening. The run will be the same as published in this column last week.

Judge F. H. Thomas, the president of the club, is lying at his home quite sick. His wife, who has been ill, is improving. The regular meeting of the club will be held Tuesday evening, at which considerable business of importance to the members will be transacted. The club has now a membership of twenty-five, limited to members of Esther Chapter, No. 5, Order of the Eastern Star. The total member-ship of the chapter is 175, out of which there are about sixty cyclists, and in short order all of these are expected to join

the cycle club. The idea originated by the members of this chapter has been taken up by other so-cieties of the order, and one or two similar clubs are expected to be formed for next season. Already there is a bicycle club now being formed in Martha Chapter, No. 4. O. E. S., of which John Schultz of 702 3d street southeast is the secretary.

Washington Road Club.

On account of the absence of Captain Jose, there is no club run for the Washington Road Club temorrow, though many of the members will undoubtedly take a short spin to Cabin John bridge in the forenoon

Camp W. R. C. has been established rear Seneca, and been in existence for the fast week. The camp consists of Messrs. Will-iam Jose, Fred. Moore, C. I. Ronsaville, Claude Manning, Joseph Prince and Harry Crandall. The fishing in the locality has been thoroughly enjoyed. During the week Mr. Prince was in town, but returned to the camp, and will remain until the party

returns home. The camp will in all proba-bility break up Monday.

Messrs. C. E. Wood, Rudolph Jose, Jo-seph Prince and another member of the club have started in to maintain a bachelors' hall. They have rented a pretty residence on New Hampshire avenue in cozy style. A colored male cook and several valets will be employed to look out for the welfare of the bachelor quartet. The Road Club held its regular meeting issue invitations to a large smoker, which will be the opening of their most enjoyable program for the coming winter season.

The secret organization of the club, called

the Boo Boos, has been rather quiet for the past week, owing to the absence of several of the officers, but it will shortly hold a meeting, during which it is expect-ed that it will make up for lost time. This ed that it will make up for lost time. organization now consists of nearly all of members of the club.

Many of the members will take a run, starting this evening, to visit the party of club boys at Camp W. R. C., near Seneca, Md. The whole party will return Monday

morning, passing through Dawsonville, Gaithersburg and Rockville.
W. J. Prince, the first lieutenant, left early Friday morning with his wheel on a trip to Shepherdstown, W. Va., and will probably return next week.

Mr. R. W. K. Pollock has left on a business trip through the west and will prob-

toly be gone for six or eight months.

The club will organize a foot ball team this season to compete with any of the teams of other bleyeling organizations. The Road Club boys will have some very good material to pick from, especially from among the ranks of the Boo Boos. At the next regular meeting of the club the initiation fee will be raised to 33. The membership of the club has now nearly

reached the 150 mark, making the organization more than self-sustaining. The library of the club is now composed of about 1,000 volumes of first-class litera-ture, donated by the different members. This keeps the librarian, Mr. C. W. Cook,

Columbia Athletic Club.

Activity has been resumed in the wheeling division of the Columbia Athletic Club. and last Sunday nearly fifty men lined up for the run to Cycle Cottage. A roundabout course, over a route new to most of the riders was taken, with Capt. Harmon morrow to Brandywine, called by Captain in command, and Lieutenants Stiles and Fryer and Lieutenant Grace, is expected to Brittain at the ends of the line. The boys spent several pleasant hours at the resor and enjoyed a good dinner at the cottage. Tomorrow the run is to Marlboro', and another large turn-out is expected. The club has in Capt. Harmon a very efficient road officer, and the credit for the splendid line kept by the boys while passing through the

The tournament committee very wisely decided at their meeting Wednesday even-ing to postpone the affair until next Sat-urday. This will give the contestants ample opportunity to practice for the tourna-ment and the rest of the odd events, and as considerable skill will be necessary to make the races successful, no regret is felt at the postponement.

Pole Hill Cycle Club. The B. H. W. Cycle Club held a meeting during the week and affected a permanent organization, changing the name to the Pole -Hill Cycle Club. Officers were elected as follows: President, Mr. Weaver; men are both fast and evenly matched, and | captain, Frank Shallue; lieutenant, Miss Mabel Barnes; quartermaster, Clyde Hunt; sergeant-at-arms; George Weaver. There were about eighteen cyclists present at the meeting. It was decided to hold regular meetings every Tuesday evening with run nights every Friday evening. The first run was taken last evening to the Cycle run was taken last evening to the Cycle Cottage, and a good crowd went out. Capt. Shallue has drafted up a schedule of runs as follows: September 25, to Cabin John bridge; October 2, Bethesda Park; October 9, Chevy Chase; October 10, Anacostia and Benning, via Eastern branch; October 23, cross country run; October 30, Falis Church; November 6, Fort Myer.

Altair Cycle Club,

The Altair Cycle Club held a meeting during the week at which the principal subject of discussion was the coming club road race, which will be held Thursday afternoon, September 24. The races will start at o'clock in the afternoon and will embrace a quarter mile, one mile and five mile han-dicaps, and one mile club championship. There will be three prises for each sace and a consolation prize, Prizes have been donated as follows: Search light lamp, presented by Messrs. W. T. and F. B.

ented by Weaver and Moran; pair of golf

ed at the residence of Mr. Charles Jones, at 2608 N street, where a banquet will be held and where a merry evening will be spent. The various committees in charge of the affair are as follows: Race commit-

Queer Wheelmen.

Capt. George Boyd has called a run to the Cycle Cottage tomorrow afternoon at 2 o'clock, and he expects to carry out a large crowd. The run will start from the new club house, at 1023 12th street, and all unattached riders of the District are invited to be present to participate in the

A meeting of the club was held during the week, the first in the new club house, and as a consequence was largely attend-ed. The main business was the discussion of the furnishing of the club quarters for the comfort of the cyclists. A house com-mittee was appointed, consisting of Messrs. T. Pliny Moran, chairman: John Woerner, jr., L. O. Slack, G. S. Gardiner, J. M. Monday, Fred. L. Vogt and H. G. Turpin. A pool table and a piano will shortly be introduced in the place, and it is expected to furnish the entire house by the middle of next week. of next week. A grand house warming is on the schedule for the fore part of next month, when everything in the new quarters will be in apple-pie order, and all of the friends of the club invited to be pres-

Messrs. W. A. Helmus, D. A. Sigourin ard A. R. Reynolds were elected to bership, and applications received from Wilson M. Eppley, Julius Hughlett, John W. Kalser, W. H. Snyder, Howard Mac-

E.C. BALD.

White, Louis Keller, G. W.

cubbin, Fred L. Newyahr, J. J. Newyahr,

T. Blake Claggett, James Loftus, jr., Chas. Keyser, James F. Parker, John R. Muir.

John A. Bresnahan, Paul von Boeckmann, H. E. Donath, Harry Murray, F. H. Van

Miles Cycle Infantry.

evening on a practice run to Great Falls,

Md., and about twenty-five men are ex-

pected to participate. The men will ride in

heavy marching order and each cyclist will

carry one day's rations. The command

will camp at the Falls over hight and all

day tomorrow, starting for home late in the afternoon. Capt. Wiggin expects to make these practice trips a feature of the

A project is on hand among the members

of the company to form a bicycle band, which will be a novelty in its line. The idea originated with Capt. Wiggin and

already ten men have been secured as a nucleus for the same. Within the next two weeks it is expected that things will assume a more definite shape and the

Since the Sea Girt trip the members of

the company have taken considerable in-

terest in rifle shooting, and a rifle associa-tion has been organized in the company.

Four medals have been donated as tro

phies, one of which is given by the cap tain, and these will be competed for semi

annually. The association will hold a meet

ing next week and elect officers. It is ex

pected that a regimental and company

to try for honors on the ranges. The com-

pany will enter a team in the series of

matches which will be held the fore part of

next month for the handsome trophy of-

Hyattsville Cycle Club.

A full fledged bicycle club was organized

at Hyattsville during the week, which has

een named the Hyattsville Cycle Club.

The rew club starts out with a good mem-

pership and plenty of enthusiasm. The

following officers were elected: President,

J. H. Ralston; vice president, L. K. Miller

ecretary, Harry Miller; treasurer, Archie Wells; captain, H. W. Gore; lieutenant, W.

A. Neel; executive committee, J. H. Ralston, J. B. Burnside and Rexford M. Smith

committee on membership, Rev. C. J. S. Mayo, J. V. Eilis and G. T. Walton. Jus-tice Carr, at whose office the organization

was effected, was elected an honorary

THE CIRCUIT RACES.

Racing Men From All Over the Coun

try to Be Here.

The races of the national circuit of the

League of American Wheelmen will be

held in this city within a few days over

two weeks-an event which all of the lovers

of bleyeling sport can look forward to with

pleasure. The character of the races will

be such as never before seen in the city,

surpassing the recent successful meet of

the Arlington Wheelmen as that meet

eclipsed all other race meets ever held in

the city. The racing men whose fame ex-

tends all over the country will be here and

compete for honor and cash, that being

For the benefit of those who do not know

a word of explanation as regards the cir-

cuit races may prove of interest. As the

name implies, this is one of the many

races on the circuit. Before the opening

of the racing season the racing board of

the League of American Wheelmen ar

their aim in following the circuit races.

will be sent to Sea Girt next year

The Cycle Infantry will leave town this

Dedson and J. G. Bain.

band fully organized.

fered by The Star.

town perhaps a week before the event, and

become sacquainted with the track over which they will race.

Washington has a special attraction for the racing men. Many of them have never been to the national capital, and will make the trip for a two-fold purpose. They see the sighted and then participate in races, in the hope of winning sufficient money to cover expenses. The attractions in the city and the large purses offered for the professional races on the program are sufficiently oring the largest attendance of collaboration or the largest attendance of the largest attendanc ary of the circuit races this season. Some of the leading gracks will be E. S. Bald, the king of 195; Tom Cooper, his nearest competitor last year, and who leads him this year; Harry Q. Tyler, Otto Ziegler, ir., and Fred. Titue who with Murphy and Cad Fred. Titus, who, with Murphy and Ca-banne, were suspended last year by the racing board for alleged crooked racing at St. Louis, an event which raised a howl all

over the country. Eddie Bald, one of the cracks, has ar enviable racing reputation. His record last season was one of which he could well be proud, having won far more circuit races than any other man on the track and prizes that were valued at \$8,000. This is when he was in class B. This year he is racing as a professional, and is after the cash. He is twenty-one years of age and a resident of Buffalo, N. Y., his father being a German butcher in that town. He has been on the track for three years. His father, who is one of those hard, level-headed Teutons, wanted his son to learn the butcher business. When he learned to ride his father warned him against using a wheel. He had the fever, however, and aspirations as a racer. There was an in aspirations as a racer. There was an in-door race meet at Buffalo in 1891, and he trained for that on the sly. He not only won the race, but was placed in several other events. This pleased his father, and in the following spring he continued to race, in spite of protests from his mothe and dire threats of personal injury by his father.

As his success increased, the prejudice at home gradually wore away, and last year no father was ever prouder of a son than old man Bald, the butcher. Though ne succeeded in lowering many records a the close of last year, he had only one record that remained unbroken, and that or a third of a mile. This was made a Chicago, August 10, 1895, the time being 41 2-5 seconds.

The first bicycle that Otto Ziegler ever rode was a fifty-two-inch upright, and while exercising one day in September, 1893, on horseback at his home, San Jose, Cal., some of his friends, who were mounted on safeties, shouted to him to ride against them for a mile. He won the race by several yards. His career as a racing man began on Decoration day two years ago, at Alenada, Cal., where he won his novice race in 2.26. On the same day he won the one-mile handicap from the sixtyyard mark. At the annual meet of the California division, held in July of the same year, he won the quarter mile, one mile, two miles and five miles state cham- and they, understanding their business and pionships, against the best racing talent the rules of the road, never make any in the state. Since that time he has grad-trouble. A picnicking party can go out the

TOM COOPER

made at Louisville, November

made at Sacramento, Cal., Oc-

ually worked his way up, and is now one of the leading cracks of the country. At

the close of last year he held a number of

records in class B, among which was a two-thirds of a mile in 1.14 4-5, and the

one mile in 1.50 2-5, standing start, paced, at Louisville, Ky. He also held the stand-

ing start competition record for one mile.

12, 1895, and the quarter mile, flying start,

Fred. Titus is another man who holds lots of records. He held last year in class

B, standing start paced, the seven, eight and nine miles records, and all the records

from eleven to twenty-six miles, made at

27 miles 190 yards, made at Springfield, September 12, 1895. According to his own statement he took to cycling as a duck

takes to a mud puddle, and as far back as 1888 or 1889 he used to spend all his

did not become the possessor of a wheel until some years later, when he became the

happy owner of a fifty-six-pound solid-tire

happy owner of a fifty-six-pound solid-tire wheel. Later he got a racing wheel geared at sixty, on which he ground out a number of centuries. This gave him a true racing fever, and from that time on his advancement in the game was rapid. Harry Tyler, or "'Ansom 'Arry," is regarded as one of the most gentlemanly pros. on the circuit. He is a crack of some note. He halls from Springfield and here

note. He halls from Springfield, and has beaten some of the best of the men on the

track. Last year he held the class B quarter-mile record, flying start, in competition. His time was 25 4-5, made at Hart-

Mass., October 20, 1894, he established a record of 1.33 15 for three-quarters of a mile, which has never been beaten. This was in the standing start competition. In

the flying start, unpaced, he holds the three-quarter-mile record, at 1.32 3-5, made at Springfield, Mass., October 24, 1894.

Tom Cooper is perhaps one of the best-known of the men on the circuit, and as a

known of the men on the circuit, and as a professional this year he is making a much hetter showing than in class B last year. The greatest of rivalry has always been evidenced between he and Bald, though this year Cooper has been doing slightly the hetter work. He is a handsome man

the better work. He is a handsome man and a fuch better rider than one would ordinary than, judging by his appear-

polis Journal.

store for a little bromo seltzer he was feel-

ing rather sociable, and tried to start a

conversation with the busy prescription

"Don't talk to the clerk while he is com-

pounding a prescription, please," said the

"Don't talk to the prescription clerk, do you say, sah!" roared the colonel. "By

ged, sah, I talk to the bahkeepah when he

is making a mint julep; talk to him to the

proprietor to the colonel.

gance Rebuked.

the colonel came into the drug

pocket money in renting machines.

Springfield, Mass., September 13, 1804. also held the American hour record

tober 17, his time being 25 1-5.

THE COMING CIRCUIT RACES.

Failed.

The Attempt to Secure the Big Cyclists

Preparations for the circuit races are being pushed at a rapid rate. The projectors of the meet had in store for the lovers of the sport in this city a genuine treat, but were unable to carry out their wishes. Last week Mr. Gettinger visited Philadelphia to get up a match race between Bald, Cooper, Sanger, Parsons, the Australian crack; Otto Zeigler and John S. Johnson, for which a purse of \$300 for the winner was to have been offered. Sanger was unable to attend the meet here, being obliged to be at Denver, Col., by October 1 to begin a series of attempts to lower some of the existing records. The other men where not so favorably imed with the project, and the deal feil

through. Expecting that the races will prove drawing card to Baltimoreans and residents in other surrounding towns, tiations are now in progress for the run-ning of excursion trains on the day of the meet to this city. The matter will be closed Tuesday or Wednesday, and it is thought that a half rate will be secured. Lee Richardson, America's champion trick rider, has been engaged for the meet. Prof. Haley's band has been secured to furnish music. The entries are coming in at a very gratifying rate. The list will be closed Saturday for the open and handicap events, and by that time it is expected that there will be between seventy and eighty individuals entered in the various races.

ABOUT BICYCLE PATHS,

Prospect of Washington Wheelmen Enjoying Good Riding. .

There are many delightful bicycle routes in and about Washington, but none that are considered "the blcycle path." Perhaps such a route is not necessary, on account of the miles of fine paved streets and the many roads leading out of the city making splendid bicycle runs. In Indianapolis they are not quite so fortunately situated as to streets, and it does not take long to get about the city and cover all the streets worth riding on. The bicyclists have taken hold of the old towpath along the deserted canal and made out of it a bicycle path, which for its length is ahead of anything in the country. It is eleven miles long, and is used for nothing but bicycles. It is built especially for wheeling and nothing else and is kept in repair by the cyclers.

With the canal on one side and the trees on the other overhanging the path, it is a most delightful ride. Nothing could be firer. The wheelman is not troubled by teams or pedestrians, and the only objects he needs to dodge are fellow wheelmen trouble. A picnicking party can go out the

PUTET

townath route as far as they choose,

along the route, and on

make the run a long or short one, as they

choose. There are many delightful places

ter than anything in the bicycle line in this

part of the country.

The wheelmen of Portland, Ore., have

also built a bicycle path, but it is on a much more extensive scale, and for the present is not in as good condition as that

at Indianapolis. The Portland path is

about fifty-four miles long, and leads from the city to the foot of Mount Hood. It has

become quite a common thing, or, more properly speaking, the thing, for a bicycle

climbing party to ride to the base of Mount

The ride to the mountain is much more

easily accomplished than the climb. Still, there are many daring men and women

who make the trip. It is said that the bi-cycle suits make fine climbing clothes, though additional clothing is necessary for

those who go to the snow-clad peaks of this high mountain. Many more people make the trip to the foot of the mountain

on their wheels than go up the mountain. As a bioycle route it is claimed to have

The Fall the Time for Riding.

To the cyclists, perhaps, more than any

other person is it so evident that the fall

of the year is at hand. Not only is this

recognized by the delightful riding weather

and the changing vegetation, but by the

condition of the roads, which is an almost

sure sign. Just now, however, this rule

is not so applicable as usual, the rain of

the past week having had more or less

effect on the roads surrounding the city.

It will take a few days, however, for all traces of this unpleasant event to cyclists

to disappear, and then the riding will be

better than ever.

It is recommended to the large army of

novices who content themselves with rid-ing over the smooth streets of the city,

that a trip on the road be taken. The change will be very pleasing, especially if the ride is made in the early morning. It

is a noticeable fact that all of the old riders

prefer to ride on the roads, while the nov-ices are perfectly satisfied to use the city

streets. The reason is easily explained. The older cyclists recognize the advantages and benefits of road riding, upon which the majority of the riders of this year's crop are too timid to venture. Now

weather being just suited for ideal road

clubs are arranging for club road races

which will prove decidedly interesting to the club members and others.

Runs for the Week.

is the best time to make the atten

riding.

superior advantages to any in the west.

Hood, leave their wheels and make

HARRY- C-TYLER

bacco, Md., starting at 8 o'clock a.m., from club house on 15th street near E. Washington Road Club.—No runs sched-

uled for the week.
Eastern Athletic Club.—Tomorrow for Brandywine, Md., starting at 8:30 o'clock a.m., from club house on 8th street south-Century Cycle Club.-Tomorrow, century

run to Baltimore, starting at 6 o'clock a.m. Altair Cycle Club.—Monday evening, to Cabin John bridge, starting at 7:30 o'clock, from headquarters, 1208 32d street. O. Y. E. S. Cycle Club, No. 1.—Cross country run Tuesday evening, embracing Soldiers' Home, starting at 8 o'clock. Queer Wheelmen.—Tomorrow to Cycle Cottage, starting from club house, 12th and

L streets, at 2 o'clock in the afternoon BICYCLES STOLEN.

Theft of Nine Wheels Reported During the Week.

During the week ending yesterday the theft of nine bicycles was reported at the police headquarters. At this rate it would seem as though on an average 500 wheels are made away with by unscroulous persons a year, and, in spite of the rewards and the efforts of the police, a large percentage are never found. Thieves have found bicycle stealing to be a profitable and easy business, owing to the owners leaving them unguarded and unlocked. It is almost a matter of impossibility for policemen to trace stolen wheels unless the latter possess some marked peculiarities. The victims during the week

George D. Harning, Central building, 9th street and Pennsylvania avenue, Fowler bicycle, No. 29951.

Ernest H. Elliot, 1345 Q street north-west, Victor bicycle, No. 88679. Wade Luckett, 66 H street northwest, Telegram bicycle, No. 8753. Willis A. Madden of Howard University, Stormer bicycle, No. 26278. Horace H. Brower, 924 9th street, a Horseman bicycle, No. 3306.

Harry W. Higham, jr., 476 Pennsylvania awenue northwest, Wilhelm bicycle, No.

Fred Busch, 805 Florida avenue northwest, Crescent bicycle, No. 188727.

A. G. Randall, 800 A street southeast,
Wilhelm bicycle, No. 26771.

Allen Baeschlin, 1826 Half street north-

west, Elmore bicycle.

L. A. W.

Matters of Interest Pertaining to the Local Division. There is considerable speculation as to

who will be the chief consul of the local division of the L. A. W. for the next term. which will begin December 1. The name of the present chief consul has been suggested, but he will probably refuse to run again, though this is by no means certain. The name of Road Consul A. W. Leeke has been suggested by some of his friends, but he may refuse to run. There has been considerable talk of placing President William Gettinger of the Arlington Wheelmen in comination, but he is not yet a member of the league. The name of Mr. B. F. Lar-conde has been mentioned, but that gentleman refuses to be a candidate. The annual election will be held anywhere between Oc-tober 15 and November 15, the exact date being left subject to the convenience of the present chief consul.

The following have been the officers of

the local division of the league for three years past: 1894—Chief consul, George B. French; vice

consul, Charles Holmes and E. E. Simpson, secretary and treasurer, William H. Stearn, local consul, G. Grant Armour, B. F. Lar-conde and George W. Cook, which was also a membership committee; racing board, George W. Bennett, J. H. Brittain, C. H. Grace, B. F. Larconde and H. H. Miller. 1895, a subdivision—George W. Cook, chief consul; B. F. Larconde, secretary-treasurer, and W. T. Røbertson, handicapper. 1896-W. T. Robertson, chief consul; W.

K. Larrimore, vice consul; Charles E. Wood, secretary-treasurer; William Jose, official handicapper, and E. E. Simpson,

Road Consul A. W. Leeke was during the week presented with a handsome camera by the league headquarters. Early in the season an offer was made to the individual in all divisions having a membership of 400 or less who would send in the greatest number of applications. Mr. Leeke suc-ceeded in sending in seventy from this di-vision, and was surprised to find out that he was the leading man in the contest, and won the camera. The first notification he had of this was the receipt of the instrument during the week.

The regular league run for the week was held Friday evening to Silver Springs, and quite a number of riders went out. The run for tomorrow has been scheduled to Dickey's at Creat hall be seen scheduled to Dickey's, at Great Falls, the start being made at 9 o'clock from 13th and K streets.

During the week the chief consul and his His Try at the Twenty-Four-Hour family returned from an enjoyable outing

at the seashore. Coming Club Road Races.

the Hamilton road.

Thursday, September 24.-Annual races of the Altair Cycle Club, quarter mile, one mile and five mile handicap events, over the Conduit road course.

Thursday, September 24.-Supper road race of the Arlington Wheelmen, five miles, over the Conduit road course.

Thursday, October 1.—Road race of the Eastern Athletic Club, twenty miles, over

Thursday, October 8 (probably).—Race of the Washington Road Club, twenty miles, over the Conduit road course. October -Preposed long distance club road race of the Capital Bi. Club.

Century Certificates.

The Century Road Club of America, with headquarters at Chicago, has announced. through the chairman of its road records hours. To give an idea of his speed his committee, of which Mr. Krietenstein is records for the distances are as follows: chairman, that in the future the organization will recognize century survivors records, and will issue a record certificate to the club having the largest number of survivors within fourteen hours, on any given century run. A suitable set of rules ave been adopted and promulgated to govern such events.

A Ride to Natural Bridge. Messrs. Franklin Moore, L. A. Fischer,

Tenny Ross and R. C. Howard of the Anaostan Boat Club left the city this after noon for a trip awheel to Natural Bridge Va. The party will be gone for a week. and will ride both ways on the bicycle. They expect to reach Frederick tonight. and, starting out Sunday morning, reach Winchester by night. According to the schedule, the Natural Bridge will be reached Wednesday afternoon. The return home will be commenced Thursday morning. ing.

Coming Race Meets. Monday, September 21.-Meet, final of

series of the intercity races and attempt for American twenty-four hour track record by John J. Fister, at International Athletic Park, beginning at 3 o'clock in the afternoon. Saturday, September 26.-Meet and bicyde tournament, under auspices of the Co-

umbia Athletic Club, at C. A. C. Field, corner 17th and C streets northwest, com-mencing at 2 o'clock in the afternoon. Monday, October 5.—National circuit races and championship events, at International Athletic Park, commencing at 2 clock in the afternoon.

Monday, October 19 (probably).—Meet for

the benefit of the Eugene Field Monument Fund Association, at C. A. C. Field, commencing at 2 o'clock in the afterne Saturday, October 24.-Meet of the Disrict Associated Wheelmen. Track not yet

For the Eugene Field Monument Fund Arranger ents are slowly being made for the proposed race meet for the benefit of the Eugene Field monument fund, which The closing of the cycling season this fall will be marked by a large number of track and road races. In fact there is in prospect for the balance of the season more races than this city has enjoyed for it is calculated to hold at the Columbia Athletic Club field by the local Eclipse agency some time the latter part of next month. No attempt has yet been made to many years past. There are five meets almost definitely arranged, with a strong probability of one or two more cropping up shortly after the circuit race meet. In addition to this almost all of the local select a date, nor is it possible that any-thing further will be done for a week or so. Efforts are being made to establish a press, committee, consisting of the editors of all of the local papers, who are expected to take hold and push the matter. The committee is now being formed, and it is expected that everything will be comp

Schade to Ride for Georgetown. From indications it looks as though Fred Schade, the champion rider of the Washington Road Club, will enter Georgetown Capital Bi. Club.-Tomorrow for Port Tothat institution. It is expected that in a six months.

short while Schade will enter upon his course of studies at Georgetown, and par-ticipate in the athletics of the students. This will doubtless be a surprise to a good many people, who expected that Schade would resume his studies at Columbian University, where he has been a student for several years, and under the colors of which institution he won the five-mile intercollegiate championship bicycle race at Manhattan Field this spring.

Personal.

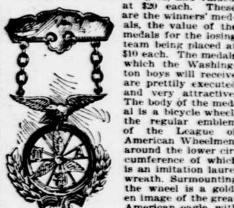
Harry Z. Greer and George E. Smith, the tandem team of the Washington Road Club, expect to enter the mile and a half > tandem race at Trenton, N. J., September 28, the occasion being the national circuit meet at that place.

Fred Schade has joined another club, the Herndon (Va.) Cycle Club, which Tucsday norning took a run to Manassas, where the Prince William County Horse Association Prince William County Horse Association was holding a fair. Outside of Schade, those who took the ride were First Lieutenant Mahoney, Second Lieutenant Yates and Messrs. Van Deusen, Crippen, B. B. Detwiler, Wilson and Bicksler.

THE INTER-URBAN RACES.

The Trophy, Cup and Medals Won by Washington.

The last of the intercity races will be run off Monday afternoon, on which occasion the winning Washington team, consisting of Billie Sims, George S. Ball and T. N. Mudd, jr., will be presented with the winner's medal, and the handsome silver trophy cup. The presentation will be made immediately after the race meet, and will prove a happy event for the local wheelmen. The trophies are significant of the speed and skill of the Washington men over the riders of the morumental city. The medals are of solid gold, and valued



als, the value of the medals for the losing team being placed a \$10 each. The medals which the Washington boys will receive are prettily executed and very attractive. The body of the med al is a bicycle wheel, the regular emblem of the League of American Wheelmen, around the lower cir cumference of which is an imitation laurel wreath. Surmounting the wheel is a gold-American eagle, with

wings outstretched.

The bright gold medal is pendent by
a short chain, attached to the out-The bright gold spread wings of the eagle, to a bar, on the back of which a pin is fastened. The inscription on the bar gives the name of the winner and the events for which the trophy was won. The silver trophy, the championship of the intercity races, is a more imposing

prize. It stands fully eight inches high, and is valued at \$60. The cup was presented by a Baltimore newspaper, with the fond expectation that the Baltimore riders would be victorious, though in this the donaters are disappointed. The body of the cup is plain, with three handles, embossed wreaths around the cup for a distance is plain of two inches from the bottom.



is of frosted silver. On the outside are in scribed the name of the donor and the event for which the cup was awarded. The base is fluted style, with an ornamental Grecian border about an inch in width. Where the handles join the loving cup there is a display of ornamentation in relief. The capacity of the cup is four pints, and shortly after the conclusion of the race meet it will be filled by the International Athletic Park officials for the benefit of the victorious team.

Record. John A. Fister will make his attempt at

the twenty-four-hour American track rec-ord on Monday evening, commencing at 6 o'clock, and his starting on the long ride will doubtless be witnessed by many people who will be interested in the outcome of the event. Through a misunderstanding Fister will have to ride at a much faster rate than was at first anticipated. All along it has been believed that the record was held by E..C. Spooner, and was 425 miles. This is mistake. The twenty-four-hour Americal track record is 452 miles, 1,750 yards, of just forty-five yards short of 453 miles. This record was made by L. Gimm, at Cleveland, Ohio, on August 14 and 15 of last year. In the same attempt in which Gimm established a new American track record for twenty-four hours he established records for all hours from nine to twenty-four Nine hours, 1814 miles; 10 hours, 201 miles; 11 hours, 2184 miles; 12 hours, 238 3-4 miles; 13 hours, 258 7-8 miles; 14 hours, 278 7-8 miles; 15 hours, 302 miles; 16 hours, 317 miles; 17 hours, 336 5-8 miles; 18 hours, 356 5-8 miles; 19 hours, 373\(\frac{1}{2}\) miles; 20 hours, 293\(\frac{1}{4}\) miles; 21 hours, 402 5-8 miles; 22 hours,

418% miles: 23 hours, 432 3-4 miles.

The world's record for twenty-four hours is held by Huret, a Frenchman. His distance is 529 miles, 552 yards, made at Bordeaux, France, September 7 and 8 of last year. He also holds the record of the world for six hours, at 150 miles, 873 yards; 12 hours, at 283 miles, 306 yards, and 18 hours

Fister is only going against the American record for that time, and a change will necessarily have to be made in his schedule. He was to have run at twenty miles an hour for twenty-two hours actual riding time. In order to beat the existing record he will have to ride at the rate of twenty one miles an hour for the entire time, which will give him 462 miles for the time, beating the present by a fraction over nine

UNITED WHEELMEN.

union of Local Cyclists.

The meeting of the United Wheelmen, which was to have been held during the week, was postponed until Tuesday even-ing. This is due to the face that the com-mittee in charge did not have sufficient time to notify the various clubs of the city and request the attendance of delegates at the meeting. The location of the meeting places has been changed from the Columbia Riding School to the gymnasium of the Columbia Athletic Club.

posed barbecue will be discussed at length

a large gathering.

The project is engineered by the United Wheelmen in hopes of bringing together all of the riders in the city, and likewise to increase its membership. Following the barbecue there will be speech making by prominent riders and everything will

retary, who is employed in the bureau construction and repair at the Navy

It is Proposed to Hold a Great Re-

At this meeting the subject of the pro-

and some definite action taken. It is contemplated to hold the barbecue early next month, probably at Glen Echo, or the In ternational Athletic Park, and make i a joint affair of all the wheelmen, attached and unattached, in the District. A meet-ing to consider the matter was called a short time ago at the Cycle Cottage. There were between 600 and 700 bicyclists pres-ent, and on account of the large number it was almost a matter of impossibility to hold a satisfactory meeting, the Cycl-Cottage being too small a place for such

arranged to make the evening pass off as oleasantly as possible.

Mr. Francis E. Pratt, the popular sec-

partment, will leave the city tomorrow morning for Camden, N. J., where he has been detailed for duty by Assistant Secre-tary McAdoo. His detail is only tempo-University, and ride under the colors of rary, but he expects to be away at least

the League of American Wheelmen arranges dates at various towns throughout the country for national races. This list is promulgated just before the beginning of the racing season, and the dates for the national races in the various towns assigned. This is done in order to give the cracks who participate in these national events a chance to attend all of the races with the least amount of travel. The dates are such as to permit the riders to go from one town to another without doubling up on their tracks, saving time and travel. This year the circuit started out in California, where the mild weather permitted an early opening, and gradually worked eastward. Last week the men were at Philadelphia, and are now coming down in in this line by the fore part of next week, in which event the business of the proposed full extent of my conversational ability, sah, and if you think youah little pills and powdahs are of mo' impohtance than that nectah of the gods, sah, you are getting too big fo' youah business, sah!" Columbia Athletic Club.-Tomorrow for neet will be hustled through. Marlboro', starting at 9 o'clock a.m., form club house, near 17th and G streets. Arlington Wheelmen.-Tomorrow THE "APENTA" HUNGARIAN BITTER WATER, from the UJ HUNYADI Springs; under the absolute control of the Royal Hungarian Chemical Institute (Ministry of Agriculture), Buda-Pest. jy18-s15t Dickie's, the Virginia side of Great Falls, starting at 9 o'clock from 518 9th street northwest.